

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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October 11th, 1911. Temperature 10 a.m. 77, 4 p.m. 77. Humidity...72, 78.

October 11th, 1910. Temperature 10 a.m. 70, 4 p.m. 77. Humidity...87, 48.

No. 8602

第一十月八年三第

THURSDAY, OCTOBER 12 1911.

四拜禮

號二拾月十其港香

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REUTER'S TELEGRAMS.

THE WAR.

[Service To The "Telegraph"]

EARLY MORNING FIGHT.

Bombay, Oct. 12, 6.55 a.m.
Reuter's Rome correspondent states that three hundred Turks attacked the Italians.

After half an hour's firing the Turks were repulsed leaving their dead and wounded and several guns.

The warships Sordogna and Carlo Alberto bombarded the assailants.

A reconnaissance at dawn showed the country along the whole Italian front to be free of the enemy.

REFUGEES RETURNING.

Durban, Oct. 11, 8.30 a.m.
Reuter's correspondent at Malta states that 350 Maltese refugees are returning to Tripoli to-day.
The Italian Government, states Reuter's Rome correspondent, has sent a transport loaded with provisions to feed the inhabitants of Tripoli, who are starving.

THE EXPEDITIONARY FORCE.

Bombay, Oct. 11, 1.50 p.m.
Reuter's Milan correspondent states that the expeditionary force for Tripoli is being conducted with extraordinary precautions, as though fearing a naval attack.

A fleet of battleships, cruisers and destroyers is escorting sixty transports who are steaming at night with lights out.

The whole convoy has a front of five miles.

Military attaches of all Powers, including Japanese and Chinese officers, accompany the General Staff.

COMMERCIAL CON- SEQUENCES.

Reuter's St. Petersburg correspondent states that in consequence of the war half a million tons of goods are accumulated at Taganrog, in the sea of Azov, and other harbours, of which seventy per cent. is wheat consigned to Italy.

THE FIGHT IN TRIPOLI.

Telegram from Tripoli state that the Turks attacked the Italian garrisons on Tuesday morning.

The warships sent to fight defeated the Turks, who fought vigorously, but were repulsed by a heavy fire from the marines in the forts, when the warships

REUTER'S TELEGRAMS.

OUTBREAK AT WUCHANG.

FLIGHT OF THE VICEROY.

[Service To The "Telegraph"]

Durban, Oct. 11, 2.45 p.m.

Reuter's Hankow correspondent states that a revolutionary outbreak has occurred at Wuchang. Four fires broke out simultaneously in the military camps outside the city and fighting took place between the loyal and disloyal troops.

According to Reuter's Peking correspondent the revolutionaries have captured Wuchang and the Viceroy has fled.

The commander of the troops was killed by a bomb.

Five foreign gunboats are protecting Hankow.

OFFICIAL BUILDINGS

DESTROYED.

Durban, Oct. 11, 11.40 p.m.

Reuter's Hankow correspondent states that the revolutionaries killed the commander of the troops with a bomb and burned the yamens of the Viceroy and the Treasurer.

The rebels now hold Wuchang. They have issued a proclamation exhorting their followers not to harm foreigners.

The Viceroy took refuge in a yacht on the river.

The Europeans at Hankow, who number 1,500, are reported to be safe, but the Consuls have telegraphed for more warships. In the meanwhile the women and children sleep on board merchant vessels in the river.

[Further reports in connection with the Wuchang affair will be found in our Chinese Telegrams, and some in our daily notes from Hankow under the heading "Troubled China," appear on page 4.]

EARL GREY.

DEPARTURE FROM CANADA.

[Service To The "Telegraph"]

Durban, Oct. 11, 8.30 a.m.

Reuter's Ottawa correspondent states that thousands of people attended at the station and cheered Earl Grey, the late Governor-General, upon his departure for England.

REUTER'S TELEGRAMS.

INDUSTRIAL COUNCIL.

A NEW BODY.

[Service To The "Telegraph"]

Durban, Oct. 11, 8.30 a.m.

It is officially announced that the Government has established an Industrial Council, representative of employers and workmen, to supplement the work of the Board of Trade in settling trade disputes.

The Council is to have no compulsory powers. Sir George Aske with is the Chairman, with the title Chief Industrial Commissioner.

OBITUARY.

MR. HENRY BROADHURST.

[Service To The "Telegraph"]

Bombay, Oct. 12, 6.55 a.m.

The death is announced of Mr. H. Broadhurst, a member of the House of Commons between 1880 and 1892.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

The following are the minutes of a meeting of the Council, held at the Board Room, on September 10, 1911.

Present: Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. R. M. D. Parr, Rev. G. M. W. W. Wilson, the Health Officer and the Secretary, Mr. O. Berkeley Mitchell.

1. The minutes of the last meeting are read and confirmed.

2. A letter is read from Mr. J. Sullivan resigning the appointment of Sanitary Inspector, and asking for a testimonial from the Council. His resignation is accepted and testimonial granted.

3. A letter is read from Mr. Hiu Chin-hoat concerning the valuation of his property. The matter having been considered by the Assessing Committee, Mr. Hiu Chin-hoat is to be informed that the valuation of \$3,000 must stand.

4. Correspondence with the Senior Consul concerning the holding of inquests on corpses of Chinese found by the police, is read.

5. A petition is read from Chan Choon-so and Chan Cong-so, asking permission to remove water from Kulangsu to places outside the Settlement. Permission refused.

6. The Captain-Superintendent reports that the following cases have been dealt with at the Mixed Court since the last meeting:—
Summaries.
Deaths: 7. Embezzling on a grave, 1. Allowing cattle and pigs to stray, 6. Railing to keep premises in a sanitary state, 7. Assault, 4. Obtaining money under false pretences, 1. Throwing rubbish, &c., into the public drains, 3.

Summary Arrests.
Contempt of Court, 1. Illegally removing soil from the public road, 1. Theft, 2. Drunken disorderly, 2. Breach of bye-law, 1. Attempting to swim in water from Kulangsu.

REUTER'S TELEGRAMS.

CESAREWITCH RESULT.

WILLONYX WINS AGAIN.

[Service To The "Telegraph"]

Bombay, Oct. 12, 12.25 a.m.

The result of the race for the Cesarewitch Stakes is as follows:—

Willonyx (Higgs) 1
Martingale (Winter) 2
Papavero (Ringslead) ... 3

There were sixteen starters and the betting at the start was 0-2 Willonyx, 0-1 Martingale, 0-1 Papavero. Won by three-quarters of a length; five lengths between second and third.

THE RACE DESCRIBED.

Ignition was first away and secured a long lead but dropped back after a mile had been covered. Four hundred yards from home Willonyx drew to the front and led from Papavero, Martingale, and Mirador. Climbing the final ascent Martingale passed Papavero and near the finish challenged Willonyx. The leader, however, ran on gamely and, stalling off the challenge, won cleverly. Mirador was fourth; Wolflei broke down.

[The winner's victory, following his two notable successes at the Ascot meeting, stamp him as perhaps the best stayer in England.]

ADMIRAL TOGO IN CANADA.

Appreciates Hospitality.

On his return trip from England, which he attended as one of the suite of the Imperial Japanese Delegation to the Coronation, Admiral Count Togo travelled across Canada by the Canadian Pacific Railway, which has been called the "Alliance Route," and was, therefore, rather appropriately chosen on this occasion by Admiral Togo. By instructions of the President of the Canadian Pacific Railway Company, Sir Thomas Shaughnessy, Admiral Togo was the guest of the Company throughout, and every effort was made to make his trip pleasant.

The Admiral took the private car Canada at Niagara Falls, proceeding to Banff and thence to Vancouver. The Canada, it should be explained, was the car specially built for the present King and Queen of England in a few years ago, when they made their notable Canadian trip.

On arrival at Vancouver, Admiral Togo telegraphed to Sir Thomas Shaughnessy his heartfelt thanks for the services and arrangements accorded him on the Canadian Pacific Railway, and assuring the President that his trip had been exceedingly pleasant.

It is evident that such indications of a broad spirit of hospitality, as that shown by the Canadian Pacific Railway on this occasion makes materially for the promotion of peace and international relations, and Admiral Togo is only one of a long list of distinguished foreigners who have thus travelled over the Canadian Pacific. Indeed, it may confidently be stated that the attention of the Canadian Pacific Railway Company is directed to the fact that the Canadian Pacific Railway is a link of friendship between the British Empire and the Pacific.

REUTER'S TELEGRAMS.

HOME RULE.

PRO AND CON.

[Service To The "Telegraph"]

Bombay, Oct. 11, 3.15 p.m.

The Home Rule campaign is in full swing.

Demonstrations against Home Rule were held at Dublin and Glasgow, which were addressed respectively by Sir Edward Carson and Mr. F. E. Smith, K.C. A demonstration in favour of Home Rule at Whitechapel was addressed by Mr. John Redmond.

Sir Edward Carson stated that the Home Rule movement of 1886 was a policy of despair, to-day it was a policy of madness. Ulster would not accept Home Rule on any conditions. There would be a rude awakening for those who were ridiculing her action.

Mr. Redmond at Whitechapel said that the Unionists who were hopelessly divided on everything else, thought to reform their disheartened ranks by concentrating on a campaign of calumny and hostility to Ireland. He had his colleagues would travel the length and breadth of Great Britain to answer the defamers. It was now a fight of the democracies of Great Britain and Ireland and the Dominions against the forces of reaction and privilege.

CANTON NEWS.

[The "Telegraph" Correspondent.]

Canton, Oct. 11.

Yesterday afternoon, a house collapsed on the bund outside the Five Pairs Gate. It had formerly been used as a cinematograph theatre and was being turned into a European restaurant. It fell without warning and buried two carpenters, and four men who were extricated and found to have sustained injuries. The Fong-Pin Hospital and the Red Cross Society promptly attended to the injured.

The Ministry of Foreign Affairs considers that since every province has a diplomatic commissioner, it should be his duty to know the geographical positions of foreign territories or settlements on the borders of his province. The Ministry of Foreign Affairs has accordingly written to the Canton Viceroy asking the Canton Diplomatic Commissioner to prepare maps of the foreign territories or concessions near Kwangtung, to be presented to the Ministry of Foreign Affairs for future reference.

Nam Ngo, which lies between the boundary of Fukien and Kwangtung, is quite open to the sea, and on account of its geographical position, anarchists are making it their custom, secretly to land their smuggled arms and ammunition, at this spot for transmission to the interior. The Viceroy of Canton has telegraphed to the Viceroy of Fukien, asking that the civil and military officials of that province should assist the Canton officials in stopping this practice, irrespective of jurisdiction.

REUTER'S TELEGRAMS.

FRANCE AND SPAIN.

THE MOROCCO NEGOTIATIONS.

[Service To The "Telegraph"]

Bombay, Oct. 12, 6.55 a.m.

Reuter's Berlin correspondent states that the agreement on the Moroccan question, which grants a free hand to Morocco, has been initiated.

The negotiations for compensation to Germany continue.

TRAVELLING TOUTS.

NATIONALISTS IN

AUSTRALIA.

[Service To The "Telegraph"]

Durban, Oct. 11, 9.15 a.m.

Reuter's Melbourne correspondent states that the Nationalist envoys addressed a meeting of 3,000 people in the Town Hall and £1,000 was collected.

BLACK AND WHITE.

MR. COLE'S DEPORTATION.

[Service To The "Telegraph"]

Durban, Oct. 11, 11.40 p.m.

The Hon. Galbraith Cole intends to institute proceedings to test the validity of his deportation.

SPORT.

Cricket.

A match has been arranged to take place on the Hongkong Cricket Club ground on Saturday next, play to start at 2.15 p.m. sharp; between teams consisting of members over and under 30 years of age.

The teams will be as follows:—
(Over 30): H. Hancock, A. Elborough, C. Hancock, D. E. Donnelly, C. T. Hose, B. Saunders, Capt. Clapham, H. M. Webb, Dr. J. M. Atkinson, Lt.-Col. Staopole, A. O. Lung, Capt. Garnett, and P. Jacks.

(Under 30): T. E. Pearce, Lt. W. A. Hagger, Lt. A. G. White, Lt. H. G. Parie, Lt. P. S. Wilshire, G. A. Cooke, G. Harrison, Lt. Thorp, C. C. Stark, S. S. Moore, M. M. Mass, E. L. Lewis, and Lt. N. J. Williams.

The following team will play for the Hongkong Cricket Club against the Civil Service Cricket Club on their ground on Saturday next:—H. L. Makin, A. O. Leith, H. W. Moor, D. G. M. Baird, C. O. Baker, E. M. Wylie, T. McNulty, A. P. Rouquette, J. Mamon, W. E. Overburton, and J. P. Thomas.

CHINESE TELEGRAMS.

RISING IN WUCHANG.

MILITARY COMMANDER MURDERED.

Shanghai, October 11.

News has reached Shanghai of a serious rising in Wuchang. The troops which have been trained on modern lines have broken out in open mutiny and have joined forces with the revolutionaries. The City has been bombarded by the rebels and the outbreak is spreading.

The Viceroy's yamen has been burnt down and the gates of the city are kept closed.

The plot in the first instance was discovered quickly enough and many revolutionists were arrested in Siu Chin street, where several cases of bombs were also seized. Three of the captured men were decapitated. The provision stores of anarchists have been looted in the Russian settlement.—"Sheung Po."

A subsequent message dispatched at 2 a.m. to-day says that the Viceroy's yamen was blown up while the Telegraph Bureau of Hupoh has been destroyed by fire. The Viceroy has escaped and taken refuge on a gunboat while his family have also been placed in safety. The mutinous troops have murdered General Chan Pui, commander-in-chief of the modern army, and Wuchang has been captured. H.E. Shum-Chun-hung is safe.—"Sheung Po."

THE COMMENCEMENT.

Wuchang, Oct. 11.

On the evening of Oct. 9, many rebels were arrested in Wuchang accompanied by the seizure of several cases of bombs. Three men were beheaded. The inhabitants of the city are safe.—"Sheung Po."

NEWS FROM PEKING.

Peking, October 11.

Prince Tsai Chek, President of the Ministry of Finance, is suffering from an attack of dysentery, and his condition is reported to be serious.—"Sheung Po."

H.E. Tuan Fang has memorialized the Throne to the effect that the redemption of the railway shares from the people in Hupoh is proceeding smoothly. An Imperial Rescript has been issued praising the work of the Viceroy and the local gentry in the matter.—"Shat Po."

The Army Board has telegraphed to the Viceroy and Governors of the provinces warning them that in accordance with the requirements of next year's Budget, the old style troops will be suspended and that garrison forces will be reduced by forty per cent. The Viceroy of Canton has memorialized the Throne that it will be impossible for him to do away with the services of the old troops or to reduce the garrisons. By an Imperial Edict the Army Advisory Board and the Army Board have been ordered to confer with the Cabinet on the matter.—"Shat Po."

Weather Forecast.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....15,000,000
Sinking 2,000,000 at 2%
Sinking 1,750,000
RESERVE LIABILITY OF PRO-
PILITORS.....\$16,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman
F. H. Armstrong, Esq., Deputy Chairman
W. L. Patterson, Esq., C. S. Gubbay, Esq.,
Andrew Forbes, Esq., F. Lieb, Esq.,
G. P. Frieland, Esq., H. A. Sibley, Esq.,
G. R. Laurens, Esq.

CHIEF MANAGERS:

Hongkong—N. J. STABB.
Shanghai—H. E. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Accounts at the rate of 2 per cent.
On Fixed Deposits at the rate of 3 per cent.
On Fixed Deposits at the rate of 4 per cent.
On Fixed Deposits at the rate of 5 per cent.
On Fixed Deposits at the rate of 6 per cent.
On Fixed Deposits at the rate of 7 per cent.
On Fixed Deposits at the rate of 8 per cent.
On Fixed Deposits at the rate of 9 per cent.
On Fixed Deposits at the rate of 10 per cent.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1858.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,625,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3½ per cent.
On Fixed Deposits for 3 months, 3 per cent.

Wm. DICKSON, Manager.
Hongkong, 1st May, 1911. [22]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yen 48,000,000
PAID-UP CAPITAL.....30,000,000
RESERVE FUND.....17,160,000

Head Office—YOKOHAMA.

Branches and Agencies at:
Antung-Hsien, Nanchang, New York, Bombay, Calcutta, Hankow, Shanghai, Hongkong, Peking, Tientsin, Yokohama, Kobe, San Francisco, London, Lyons, Nagasaki.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI, Manager.
Hongkong, 24th Sept., 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:—60 Wall Street, New York.
LONDON OFFICE:—36, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUNTRY BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Accounts at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 3 months 2½ per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 4 per cent. per annum.

GEO. HOBBS, Manager.
Hongkong, 1st May, 1911. [19]

CANTON-KOWLOON RAILWAY.
TIME TABLE.

On and after 5th October, 1911, and until further notice.
Previous Time-Tables cancelled.

DOWN TRAINS:										UP TRAINS:									
STATIONS.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	STATIONS.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	Kowloon	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00
Shek Pai	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	Hung Hom	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10
Che Yee	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	Yau Ma Tei	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20
Wu Chung	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	Shek Tin	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30
Nan Kung	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	Tai Po	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40
Sun Tang	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	Tai Po Market	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50
Tong Mei	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	Fan Ling	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00
Nga Yee	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	Shum Chun	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10
Shen Tung	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	Pa Kiu	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20
Shek Hei	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	Li Lung	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30
Shek Tan	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	Ping Wa	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40
Shek Lik Kwa	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	Tin Tung (Valley)	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50
Shek Lung	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	Shek Ku	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00
Sai Wu	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	Tong Tau Ha	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10
Nan Shui	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	Lan Tung	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20
Wang Lik	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	Shek Luk	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30
Sheng Ping & Co.	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	Shek Luk	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Tu Tung	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	Shek Luk	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50
Chung Muk (Tou) dep.	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	Shek Luk	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00
Tin Tung (Wai) dep.	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	Shek Luk	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10
Ping Wa	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	Shek Luk	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20
Li Lung	11.10	11.25	11.40	11.55	12.10	12.25	12.40	1.00	1.10	Shek Luk	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30
Pu Kiu	11.20	11.35	11.50	12.05	12.20	12.35	1.00	1.10	1.20	Shek Luk	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40
Shum Chun	11.30	11.45	12.00	12.15	12.30	1.00	1.10	1.20	1.30	Shek Luk	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50
Fan Ling	11.40	11.55	12.10	12.25	12.40	1.00	1.10	1.20	1.30	Shek Luk	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00
Tai Po Market	11.50	12.05	12.20	12.35	1.00	1.10	1.20	1.30	1.40	Shek Luk	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10
Tai Po	12.00	12.15	12.30	1.00	1.10	1.20	1.30	1.40	1.50	Shek Luk	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20
Shek Tin	12.10	12.25	1.00	1.10	1.20	1.30	1.40	1.50	2.00	Shek Luk	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30
Yau Ma Tei	12.20	12.35	1.10	1.20	1.30	1.40	1.50	2.00	2.10	Shek Luk	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40
Hung Hom	12.30	12.45	1.20	1.30	1.40	1.50	2.00	2.10	2.20	Shek Luk	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50
Kowloon	12.40	12.55	1.30	1.40	1.50	2.00	2.10	2.20	2.30	Shek Luk	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00

Notes:—A. Customs Examination on train for 2nd Class Passenger for Hongkong.
B. Customs Examination on train for all passengers for British Section, starting in between Shek Lung and Shum Chun.
Customs Examination for all other passengers across the border at Canton, Shek Lung, Shum Chun or Kowloon.
By Order, E. S. Lindsey, Manager, British Section, Canton-Kowloon Railway.
By Order, The Administration, Imperial Chinese Section, Canton-Kowloon Railway.

Banks.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$1,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES: Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Teianan, Taingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

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INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application.

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A. KOEHN, Manager.

Hongkong, 9th Oct., 1911. [2]

THE MERCHANTS BANK OF INDIA, LIMITED.

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Subscribed.....1,125,000

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Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world.

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For 3 months 2½ per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 4 per cent. per annum.

G. MACDONALD, Manager.

Hongkong, 1st May, 1911. [19]

For Sight Seeing in an Up-to-date

MOTOR.

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THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1053]

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\$4.20 per 100

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"ngt eg, 20th Apr 1, 1911."

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PURITY AND QUALITY GUARANTEED.



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ORIENTAL BREWERY, LTD.
BREWERS AND ICE MANUFACTURERS

Intimations

ALL PRODUCTION RECORDS BROKEN FACTORY
WORKING DAY AND NIGHT CONTRACTS LET
FOR EXTENSION OF PLANT. Such is the
tangible evidence of the unparalleled demand for



Visible Models 10 and
11 of the Remington
Typewriter.

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General Agents for the Remington Typewriter Co

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SPECTACLES

Are such a comfort to tired or strained eyes
that their value cannot be over-estimated. If
your eyes need glasses they should have the
best you can get.

THAT MEANS

- 1.—Careful and expert examination;
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cost. Our prices are reasonable. Our
materials and workmanship are guaranteed.



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A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS.

Hongkong, 16th September, 1910.

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Daily issue—\$36 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, THURSDAY, OCTOBER 12, 1911.

THE MERITS OF SPOON-FEEDING.

Lord Rosebery, like Becky Sharp, "never bores one" when he rises to speak; he has always something to say and he says it entertainingly and gracefully. Yet we are somewhat puzzled as to his meaning when, in a speech delivered recently on the occasion of the quinquenary of St. Andrews University, he remarked that Scotland was in danger of becoming a spoon-fed nation and that "it was not by such means or in this way that the Scottish nation was braced and built up." We confess to entertaining a much smaller degree of fear as to the dangers of spoon-feeding than does Lord Rosebery. Surely man himself is the best of all arguments in favour of a little early spoon-feeding. To repeat an argument used before now in this connection, a day-old chicken can "feed for itself," as they say in Scotland. Taken away from its mother the chances are against its surviving if it is given a free run where there is food to be scraped up. It is able to pick up a living, so to speak, almost from the moment of hatching. A baby left to itself would starve. Not until it is aged nearly two and a half can it feed itself (much less cleanly than does the chicken) even where food is supplied to it, and not until some eighteen or twenty years have elapsed from the day of its birth does it earn the food it eats. Yet the hen is rather badly beaten in the long run. Man, in plain words, is spoon-fed from the moment of birth until he is able to go out into the world equipped, in greater or less degree, for the battle of life, and to say a word against it, so always it is not overdone, is to confess oneself blind to the everyday facts of life.

What, of course, Lord Rosebery fears is that, with University students assisted from funds, with the passing of the old Spartan days when the "lad o' pairts" came forth from his native village to St. Andrews or Edinburgh equipped only with brains and a bag of oatmeal, there is a danger of general weakness setting in. But surely the whole point is that there were many brainy youths in the old days whose parents could not afford even the sack of oatmeal and that to such as these to-day the avenues to learning are thrown open. How can that tend to weaken the national character? If we had one of these old oatmeal-fed scholars—and they are still numerous present in Scotland—saying the things Lord Rosebery says, we might believe in the dangers of spoon-feeding. But they say quite the opposite; they know that the more easily accessible are made the resources of knowledge the better it will be for Scotland. The astonishing thing is that Lord Rosebery (and he is not alone of his class) should be blind to the fact, patent to others, that he is what he is largely because he had thrown open to him a Public School education, a University education, all the manifold resources of civilisation which make for wide knowledge and high culture. Call it spoon-feeding, if you care; the term matters little; but these aids to high development have made Lord Rosebery and the other members of his class what they are—the men on whom we rely in moments of crisis.

DAY BY DAY.

The world will be redeemed—when it is redeemed—by work.

At Kowloon Tong yesterday four men were arrested by the forest guards for cutting grass. The people of the village seeing what had happened, all turned out and rescued the captives. The guards then went to Yau-mai and having secured the assistance of the police returned and arrested the men a second time. To-day they were remanded at the Magistracy.

A pleasant little story is told of Dr. Boyd Carpenter in the days before he was Bishop of Ripon. To him came one day a young man and maiden, very bashful and on a very obvious errand. "Are you Mr. Carpenter?" began the swain timidly. "Yes," was the reassuring reply. "Carpenter—and joiner."

SILK.

The silk ox O.S.K.S. Suttle Maru which left Hongkong on September 8, was delivered in New York on the 9th inst.

A silk train of the well known Chicago, Milwaukee & Puget Sound Railway which left Tacoma with silk cargo arrived per O.S.K.S. Panama Maru on Sept. 20, reached New York at 5 a.m. of the 25th ult. The actual time in transit from Tacoma to New York was 98 hours or proximately 5 hours better than any other record that was established by the different lines up to the date.

Interport Shooting.

As the alterations to the King's Park Range are not yet complete, and the Interport match must be fired not later than November 15, arrangements have been made for practice during this week end at the Tai-hang Range as follows:—Saturday, commencing at 2.30 p.m.; Sunday, commencing at 10 a.m. Four targets of the latest Bisley dimensions will be available. Competitors must provide their own ammunition. The easiest way to the range is by the path over the nullah in rear of the Cotton Mills at Causeway Bay.

Links with the Past.

In the fascinating study of links with the past, the case of Captain Francis Maude, I.N., should be cited. Captain Maude, who died in 1890, was able to say that his grand-father was nine years old when Charles the Second died. There can be few more remarkable "links" than this. Sir Robert Maude was born in 1670, nine years before Charles the Second died. His son, the first Lord Hawarden, was born in 1727, and Captain Francis Maude, his youngest son, was born in 1798. Thus the enormous period of two hundred and ten years passed between the birth of Captain Maude's grandfather and his own death.

America and Manchuria.

A rumour is current, says the "Kobe Herald," that America is about to lease a large section in Manchuria for the development of American interests in China, and that a secret agreement has already been entered into between the two countries. It is hardly necessary to say that the rumour is denied at the Foreign Department. The protest lodged by Japan and Russia in connection with the Four-Powers loan has not been settled yet, so it is impossible for America to enter into some special secret agreement. It is true that America has long been taking a keen interest in the development of agricultural undertakings in Manchuria, but that is very different to America attempting to lease a large area of ground in North Manchuria. In June last, an American company interested in agricultural and industrial tools and machinery negotiated with the Chinese Government through the American Consul in Tientsin for the sale of its merchandise, but the negotiations terminated without bringing any satisfactory result. The present rumour may have originated in this way. At any rate, no trustworthy ground for this rumour in connection with a secret agreement between America and China can be found.

H.M.S. Flora left Samarang for Sourabaya.

Leave of absence, on private affairs, to the neighbouring countries; has been granted to Lieut. H. G. Bagnall, R.G.A., from October 17 to November 2, 1911, inclusive.

The Transport Somali.

The Garrison Orders issued to-day contain the following:—

The H.T. "Somali" is expected to arrive at Hongkong on the 15th instant at about 5 p.m. The vessel will be moored at No. 1 Buoy and the disembarkation will be carried out as soon as possible after arrival. The O.C. A.S.C. will arrange for launches as required. The invalids from Singapore, will, on landing, be conveyed direct to Bowen Road Hospital. The embarkation of entitled and indulgent passengers proceeding to Tientsin will take place at A.S.C. Pier at a time which will be notified later. The O.C. A.S.C. will arrange for routine launches to call at the H.T. "Somali" during the time she remains at Hongkong.

The Hazel Dollar.

The steamer Hazel Dollar, which recently stranded near Muroran while bound to Hankow with a cargo of lumber from Puget Sound and was temporarily repaired at Hakodate, arrived at Shanghai on Oct. 6 from Hankow, and was to be docked for repairs, before resuming her voyage across the Pacific.

This morning the Fire Brigade held a "dress" rehearsal for the display which they are giving to-morrow before the City Hall, and in some of the items good times were made. Besides the display on land the fire float will also be used. At the conclusion of the performance medals will be presented to the police officers whose names have been announced as being entitled to them.

Marine Court.

This morning at the Marine Court six junk masters were charged with making fast to the str. Ashi Maru while she was under weigh in the Harbour on Oct. 6.

Defendants pleaded not guilty, but evidence was given by Revenue Officer Muckenzie to the effect that he saw no less than 13 junks go alongside this vessel, and the master afterwards told him that he had to let go his anchor before he intended to owing to the action of the junk masters.

The excuse given by the defendants was that they had orders to go alongside as soon as possible.

The magistrate characterised this form of offence as a danger and a menace to shipping, and said he thought he had made it clear that this sort of thing would have to stop.

Each man was fined \$20. A boatman and two boatwomen were charged with being in the Causeway Bay refuge without having the permission of the Harbour Master. The defendants were dismissed with a caution.

Rice in Japan.

Public opinion in Japan being apparently in favour of total abolition or a reduction of the duty on rice it is believed that a Bill to this effect will be introduced to the Diet next session.

The "Jiji" remarks that the duty on rice was increased by the Constitutionalists as part of their programme during the 26th session of the Diet (1909-10) for the purpose of checking the decline in the price of the cereal and of protecting the interests of the farmers thereby. This year's abnormal advance in the price of rice has aroused much general condemnation, the rise being attributed to the increased duty. The outgoing Cabinet reduced the duty by means of an Imperial Ordinance with a view to checking the advance in price, but the course taken by the Government was without effect. It has been fully demonstrated that the price of rice cannot be regulated by means of a Customs duty and moreover that its high price is of benefit only to a few landowners without doing any good to the tenant-farmers, who form so large a majority of the farming class. The opinion is gaining ground among the Constitutionalists that a reduction or the total abolition of the duty is advisable. The "Jiji" believes that a Bill for this purpose will be passed by the Diet in the coming session.

TROUBLED CHINA.

Mutterings of Storm.

In view of the telegrams we publish to-day in reference to the outbreak of revolt at Wuchang the following, from the "Hankow Daily News" of October 2, is of particular interest:—Considerable excitement prevailed at Hankow and Wuchang on Saturday and yesterday over the discovery that a mutinous plot was afoot at the latter city. News of the suspected rebellion was first learned of through a missionary source and this was confirmed by the Chinese authorities themselves who announced that they were aware that considerable disaffection reigned throughout certain units of the army at Wuchang. However, declared the officials, the situation was fully appreciated by them and precautions had been taken to prevent any outbreak which the mutinous troops, assisted by the numerous revolutionaries in Wuchang, might precipitate. This declaration of the officials was fully borne out by the fact that nothing untoward occurred during the past two days, and extra policing of Wuchang and the changing of the guards, from old style to modern troops, at the gates of that city show that the Viceroy is fully alive to the situation. Notwithstanding this the foreign Consular Body considered it their duty, and very wisely too, to take precautions for the safety of the foreigners and with this end in view telegraphed for more gun-boats of their various nationalities to proceed to Hankow at the same time ordering the commanders of the local volunteer units to be prepared for eventualities, which, however, we are glad to say, have not up to the time of going to press arisen. A letter received from a correspondent at Wuchang late last evening states that nothing out of the common had occurred but the precautions taken, visible in the extra policing, etc., were causing comment.

The plot seems not to have been connected directly with the present disturbances in Szechuan but to have been fostered by Canton revolutionaries.

It may be of interest to recall to readers' recollection that Wuchang lies opposite to Hankow. The three towns, Hankow, Hanyang, and Wuchang are all close together; the first two adjoin, and Wuchang is immediately opposite on the South bank of the Yangtze. They are distant about 600 miles from Shanghai.

There were riots at Hankow early this year and the volunteers were called out. There was some little fighting and two or three Chinese were killed. Hankow has made immense strides of late years and some think that it will threaten Shanghai's supremacy as the commercial emporium of North China. Certainly, as the terminus of the railway from Peking is of growing importance, Wuchang is the capital of the province of Hupei.

Typhoon Warning.

The following telegram was received by the American Consulate from the Manila Observatory at 11.30 a.m. to-day:—Cyclone or Typhoon E. of the Ladrones or Mariana Islands moving W.N.W.

Virtue Rewarded.

Twelve months' hard labour, four hours' stocks, and twenty-four strokes was the punishment meted out to a man at the Magistracy this morning for snatching an earring from a Chinese woman in Des Vaux Road. The earring was worth one dollar.

HONGKONG CORINTHIAN YACHT CLUB.

Annual Meeting.

The annual meeting of the Corinthian Yacht Club was held at the Club House last evening. Dr. F. Clarke, Commodore of the Club, took the chair, and there was a large attendance of members. Those present included Mr. Alex. B. Storrie, Hon. Secretary, Mr. R. Phillips, Hon. Treasurer, and members of the Committee.

The Secretary read the notice convening the meeting. The minutes of the last meeting were read and confirmed.

The Commodore moved the adoption of the report and accounts, and, in doing so, said: The annual report and statement of accounts have been in your hands for the past ten days and you will have learned from these that the Club is in an excellent financial position. Our new building has nobly withstood the buffetings of various storms, though we have been fortunate in escaping any real typhoon during the past year. You will remember that last year we placed the whole of our books and accounts in the hands of a firm of chartered accountants, Messrs. Lowe, Bingham and Mathews, and as a result of their most thorough overhaul and of the very clear statement which was submitted to you by them a year ago, our most excellent treasurer, Mr. Phillips, has been able to present to you this year a similar lucid exposition of our financial position, which has been duly audited and found correct by two members of our Club. You will see that our liabilities in respect of debentures and outstanding accounts amount to \$4,758, while our assets, after deducting ten per cent. for depreciation on our buildings, furniture, boats and other gear, amount to \$9,082. The profits on the bar account have amounted to \$2,647; our entrance fees show that 48 new members joined during the year and our subscriptions show that we have nearly 200 effective members—that is to say, exclusive of those who are absent from the Colony. You will have seen that we have recently constructed a new sea wall to protect our property on its eastern boundary, and we have also erected a new steel and timber pier, but by arrangement these items are to be met by our revenue for the coming year. The slips have worked well and have been a great convenience to members. I am glad to say that the subscription to the Club, which still stands at \$10 per annum, for which sum I think you must confess that your Committee has rendered you full return.

Before asking you to adopt the accounts I shall be pleased to answer any questions that any member may wish to put.

No questions being asked, the resolution was seconded by Mr. J. Reidie and was unanimously carried.

The election of office-bearers for the ensuing year resulted as follows:—Commodore, Dr. Francis Clarke; Vice-Commodore, Mr. G. G. Wood; Treasurer, Mr. R. Phillips; Secretary, Mr. Alex. B. Storrie; Assistant Secretary, Mr. J. S. Little; Official Man-of-war, Mr. Ball; Deputy Man-of-war, Messrs. Leck and Roseman; Committee, Messrs. Reidie, Gibson, Irving, McVie, Milroy and Craik.

The accounts showed that during the year from Sept. 1st, 1910, to Aug. 31, 1911, there was a profit of \$1,281.25, the reserve amount of \$1,281.25.

NOTES AND COMMENTS.

The notice issued by the Sanitary department in regard to the prevalence of typhoid should attract attention. Hongkong used to be described as a hot-bed of disease. That reputation, thanks to steady and unspasmodic, but invaluable, labour on the part of those who have the health conditions of the Colony under their charge, has passed from us, but there is still every need for care. Much of the sickness in the Far East is undoubtedly due to the carelessness of the sufferers themselves. Personal care in regard to eatables and drinkables would probably prevent a very large percentage of the sickness that occurs and on this account the warning issued by the Sanitary authorities should be attentively studied.

Sometimes it is said that no opportunity is offered at Home for a man to rise from the ranks. How untenable such a claim is would easily be shown by enumerating the men now living who have attained distinction without the adventitious aids of birth or wealth. One of our telegrams to-day records the death of Mr. Henry Broadhurst. This gentleman was educated at a village school in Oxfordshire, became apprentice to a blacksmith and later a mason. The mason became an M.P. in 1880 and in 1886 was Under-Secretary of State in the Home Department. His career was perhaps more solidly useful—he did much service in social reform—than brilliant, but it certainly helps to dispose of the statement that the poor man has no chance of mounting the rungs of the ladder of success.

The plight of a friend in Hongkong who enclosed a letter in the wrong envelope recently and is now awaiting a blustering reply from one correspondent reminds us that Lord Curzon, when a young man at college, once found his bad handwriting stand him in good stead. Writing helters, one to a relative, the other to a child, he enclosed them in the wrong envelopes. It chanced that in the second letter he had made some uncomplimentary reference to his relative, and on discovering the mistake he had made he awaited developments with anxiety. There presently came a letter from the uncle. "I have tried hard to decipher your epistle," it ran, "but your writing is so atrocious that I cannot make head or tail of it. However, I guess the drift of it to be that you need some money, you rogue, so I enclose a cheque."

A telegram in to-day's issue shows that Mr. John Redmond means business. "Campaign of columny" is one of the polite phrases he employs when speaking of better men than himself. But, then, he was speaking at White-chapel, and the demagogues who now rule us always do choose a convenient atmosphere—Limehouse or Whitechapel—when they propose to let loose the full torrent of their most choice abuse. Somehow, however, Mr. Redmond always avoids one plain question—flow is Ireland, under Home Rule, going to pay her way? Britain at present meets an increasing Irish deficit which amounts to £1,250,000 a year. She also pays Ireland's share of the National Debt and of the cost of the Army and Navy. If Mr. Redmond would come along and tell us how Ireland can support Home Rule without facing a heavy deficit every year he would earn the gratitude of many inquiring people. An annual grant of several millions from the British Exchequer would do the trick, of course, but we rather fancy that the British people would kick against that. English and Scots people have quite enough to do in paying their own way. Taxation is quite heavy enough as it is. Besides, Mr. Redmond could never so easily soil his fingers by accepting a grant from a Unionist Government—from wicked capitalists! Until Mr. Redmond clears this hurdle Home Rule is hopelessly impossible, and he knows he cannot clear it.

Tel. No. 135. 12, Queen's Road Central,
Hongkong, 10th October, 1911.

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CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 6 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.S. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPERESS OF INDIA".....Sat., Nov. 4.	"EMPERESS OF BRITAIN".....Fri., Dec. 1.
"EMPERESS OF JAPAN".....Sat., Dec. 2.	"EMPERESS OF BRITAIN".....Fri., Dec. 29.
"EMPERESS OF INDIA".....Sat., Dec. 20.	

1912

"EMPERESS OF INDIA".....Sat., Jan. 27.

"EMPERESS OF JAPAN".....Sat., Feb. 24.

"EMPERESS OF BRITAIN".....Fri., Feb. 23.

"EMPERESS OF INDIA".....Sat., Mar. 22.

S.S. "EMPERESS OF INDIA" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Emperess" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperess of Britain" and "Emperess of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

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Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "EMPERESS OF INDIA" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43/-

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INDO-CHINA STEAM
NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA.....	XUENSANG	Saturday, 11th Oct., 2 p.m.
SHANGHAI.....	HANGSANG	Tuesday, 17th Oct., Noon.
SHANGHAI, KOBE & MOJI.....	FOOKSANG	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA.....	KUTSANG	Friday, 20th Oct., Noon.
MANILA.....	LOONGSANG	Saturday, 21st Oct., 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215.

Hongkong, 11th October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
"LUERIC".....	J. Mathie	11,000	October 25th.
"STRATHLYON".....	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most "Commodious Accommodation," and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

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KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 8th October, 1911.

NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth, and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIG".....8,000 tons.....To be despatched end Dec.

S.S. "KATANGA".....8,000 tons.....To follow

and regularly thereafter.

For rates of Freight or Passage, apply to

THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, 8th October, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION.	STEAMERS.	SAILING DATE, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	MISHIMA MARU, Capt. A. E. Moser, T. 9,000	WEDNESDAY, 25th Oct., at Daylight.
	KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 8th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE.....	KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, CHU, and YOKOHAMA.....	AWA MARU, Capt. J. Izawa, Tons 7,000	TUESDAY, 7th Nov., at Noon.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU, Capt. T. Sekino, Tons 6,000	FRIDAY, 24th Nov., at Noon.

KOBE & YOKOHAMA.....	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	FRIDAY, 18th Oct. p.m.
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N'SARI, KOBE & YOKOHAMA.....	YAWATA MARU, Capt. T. Sekino, T. 6,000	WEDNESDAY, 25th Oct., at Noon.
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BOMBAY via SINGAPORE & COLOMBO.....	HINGO MARU, Capt. K. Soyala, T. 7,000	TUESDAY, 17th Oct. or
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† Fitted with Marconi system of wireless telegraphy.

* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong:

"HIROSHIMA MARU".....Tons 4,000.....Capt. Deguchi.....On Oct. 18th.

1912-PASSENGER SEASON-1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong.
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. O. Moser	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mumi	May 22nd.

FOR SEATTLE.

INABA MARU	7,000	S. Tominga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
AWA MARU	7,000	T. Izawa	April 23rd.
INABA MARU	7,000	S. Tominga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
HONGKONG & HAIPHONG.....	"SINGAN".....	13th Oct., 10 a.m.
CHEFOO & NEWCHANG.....	"NANCHANG".....	18th Oct., 4 p.m.
WUHAIRWEI & TIENTSIN.....	"HUICHOW".....	18th Oct., 4 p.m.
SHANGHAI.....	"ANHUI".....	14th Oct., M'night.
MANILA, CEBU & ILOILO.....	"TEAN".....	17th Oct., 4 p.m.
SHANGHAI.....	"CHENAN".....	19th Oct., 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS.....	"TAIYUAN".....	19th Oct., 4 p.m.
SHANGHAI.....	"LINAN".....	21st Oct., M'night.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDY"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Two new Steamers "Teon" and "Tuning," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhai, Chanan, Linan, Chinkuo) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 55.

Hongkong, 11th October, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kots & Yokohama:	For Havre & Hamburg:
S.S. "Friedrich".....20th Oct.	S.S. "Suevia".....18th Oct.
"Elanora".....3rd Nov.	For Rotterdam, Hamburg & Antwerp:
"Eonika".....16th Nov.	S.S. "Furst Bismarck".....18th Oct.
"Sagovia".....2nd Dec.	For Rotterdam, Hamburg & Antwerp:
"Silvia".....14th Dec.	S.S. "Belgavia".....22nd Oct.
"Ambria".....27th Dec.	For Havre, Bremen & Hamburg:
"Caldwell".....10th Jan.	S.S. "Seuagambia".....28th Oct.
"Caldwell".....21st Jan.	For Havre & Hamburg:
	S.S. "Bayern".....10th Nov.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 11th October, 1911.

[946]

HONGKONG—

PHILIPPINES.

PHILIPPINES

STEAMSHIP CO.

Steamship, Tons, Captain, For, Sailing Date

RUBI.....4000 S. Crosby...MANILA, MONDAY,

ZAFIRO.....4000 M. C. Smith...CEBU & ILOILO, FRIDAY,

CEBU & ILOILO, 10th Nov., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 12th October, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1098]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO. LIMITED.

Mail Service to Australia.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamers, Arrive Hongkong from Australia, Leave Hongkong for Australia.

EMPIRE.....22nd Sept.

ST. ALBANS.....20th Oct.

EASTERN.....17th Nov.

Tuesday, Oct. 17.

Saturday, Nov. 11.

Dec. 9.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

[987]

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.

(Subject to alteration.)

Steamer, Tons, Captain, Date of sailing

S.S. "Tenyo Maru".....21,000.....E. Bent.....Oct. 18th, Noon.

S.S. "Shinyo Maru".....21,000.....H. S. Smith.....Nov. 2nd, Noon.

S.S. "Chiyu Maru".....21,000.....W. W. Green.....Dec. 1st, Noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post officer.

The Triple Screw steamer Tenyo Maru, will be despatched for San Francisco via KRELONG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU on FRIDAY, the 18th Oct., at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo.)

Only Regular Direct Service to Mexico, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.)

Steamer, Tons, Date of Sailing.

Buyo Maru.....10,500.....Saturday, Oct. 14, Noon.

These steamers carry Japanese Government wireless telegraph and post officer.

CHILEAN PORTS via JAPAN PORTS and HONOLULU, on SATURDAY, 22nd October, at Noon.

For Further Particulars as to Passage and Freight apply to—

M. MATSUDA, Agent.

4000 BUILDING (opposite Blanka Pier).

[946]

COMMERCIAL.

Singapore Share Market.

In their weekly share circular,

dated October 5, Messrs. Fraser & Co. state:—

Little attention has taken place in the condition of the market during the week.

Rubber shares generally show a slightly reduced level of prices on lower quotations for plantation rubber at the last auctions, and business in other sections has been too trifling to call for remark.

Rubber.—Business has been chiefly confined to local shares with transactions in Ayer Pines at \$4.75, New Singapore Rubbers \$4.05 to \$5, Radellas \$10, Ayer Moleks \$1.05 to \$1.90, Sungai Digans 80 cents, Malaka Pindas 80 cents, Nyalas 40 cents, Jimalah 37.1-2 cents and Pulau Buladags \$1, discount. Mulakoffs have had a sharp rise to \$2 on the September crop of 8,000 lbs., and Singapore and Johore are firm with few shares offering. In sterling shares Meylimans have been placed at 3/0, Heavonds 4/4, Gan Kees 1/8 and Pelephah Valleys at 4/.

Mining.—Tronchs have fluctuated widely, at one time dropping to \$20, ex div., but else strong at \$23.50. Rahman Hydraulics have been done at \$10.50, and Raubs at \$2.30.

General.—Straits Trading are slightly firmer and shares have changed hands at \$50. Shell Transports have been a strong market, showing a further advance of 3/-.

Manchuria Crops Good.

As an important item of news affecting the price goods, trade, were the floods that were reported to be ruining the bean crops in Manchuria. A month, however, has made a great difference to the situation, and Noel Murray & Co., of Shanghai, learn that better conditions have prevailed all through September, and it is estimated that the crop will be about a 60 per cent.—one and that the export accordingly will probably be from 10 to 15 per cent. less than was shipped away last

LOG BOOK.

New American Line.

A New York telegram dated September 11 says:—Authoritative details are now forthcoming respecting the big American steamship corporation which has been formed for the express purpose of taking advantage of the boom which is expected to follow upon the opening of the Panama Canal to the commerce of the world.

The moving spirit in this important enterprise is Mr. B. N. Baker, formerly president of the Atlantic Transport Co., and associated with him are some of the leading experts in the ocean steamship business. The new corporation has been registered as "The Atlantic and Pacific Transport Co., of New Jersey," with an authorized capital of \$3,000,000 and headquarters at Baltimore.

Its immediate purpose is to obtain the contracts for the ocean mail services, for which tenders are now being invited by the United States Postmaster-General and which provide for a weekly service between New York and Colon, New Orleans and Colon, and San Francisco and Panama, and a fortnightly service between Seattle and Panama. It is proposed to establish and maintain these ocean routes and to extend the services through the Panama Canal from coast to coast.

The Company will start business with a fleet of 15 new steamers, of the speed and size necessary to comply with all the requirements of the United States ocean mail law. Plans are already in hand and assurances given that the steamers will be built in time to enter the service when the Panama Canal is opened in 1913. It is estimated that there will then be 4,200,000 tons of freight available, and of this business the new Company expects to get a very large share.

It is further proposed to establish extensive coastal service, both in the Atlantic and Pacific, in connection with the ocean services. Mr. Adrian H. Boell, one of the directors of the new Company, was formerly connected with the Wilson Steamship Line, of Hull.

Navy Medical Service.
A circular letter prescribing new regulations for the Royal Navy Medical Service has been issued by the Admiralty, and is published in a Supplement to the "British Medical Journal." The new regulations provide that the titles Surgeon-General, Royal Navy and Deputy Surgeon-General, Royal Navy are to be substituted for Inspector-General of Hospitals and Fleets and Deputy Inspector-General of Hospitals and Fleets.

The change of titles is not to apply to officers retired before July 1, 1911.

The scale of pay is revised but not materially altered. Surgeons will receive £255 10s. a year on entry, and the surgeon-general will draw £1,300, both figures being the same as formerly paid. It has been decided to establish a Naval Medical School at Greenwich, in close proximity to the "Dreadnought" Seamen's Hospital, and the London School of Tropical Medicine, and part of the work now done at Haslar will be transferred to the new school. The course of instruction for candidates for naval surgeons has been lengthened from four to six months and the subjects of study have been re-arranged. In future the post-graduate instruction of naval medical officers will consist of two distinct courses: (I) a six months' course before advancement to staff surgeon; (II) a second course of three months' duration for officers of not less than 14 years' seniority. Course (I) is compulsory for all surgeons. A surgeon who fails to obtain a pass will be allowed a second trial, but will not be granted accelerated promotion on the results of the second examination. Should an officer fail to pass at the second attempt he will be compulsorily retired on attaining the age of 50 years, with a pension of 10s. a day, but not exceeding £100 a year.

Intimations

AERTEX
CELLULAR
REGAL
SHOES

J. T. SHAW,
TAILOR
and
OUTFITTER,
21, Hongkong Hotel Buildings,
Queen's Road. [1268]

PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

WEEK DAYS.	Every 15 min.
7.00 a.m. to 8.00 a.m.	10 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	10 min.
11.00 a.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	10 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

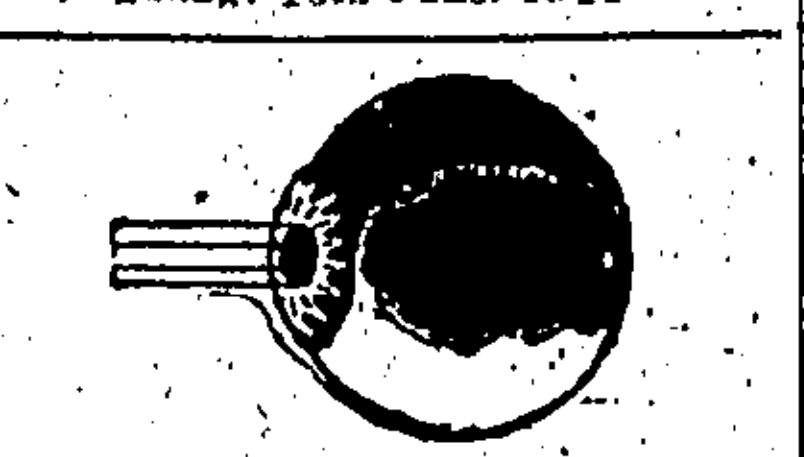
8.00 a.m. to 10.30 a.m. every 15 min.	10 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.00 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 7.00 p.m.	15 min.
7.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON
General Managers,
Hongkong, 16th June, 1911.



SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,
Ophthalmic Optician,
1A, D'Aguiar Street,
Hongkong.
Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Underwritten and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1908. [114]

GRAVING DOCK

787 ft. by 8 ft. by 8 ft. 6 in.

Pumps empty Dock in

2-4 hours.

THREE PATENT SLIPWAYS

lifting vessels up to 3,000 tons

in operation, providing conditions for

painting ships with most efficient results.

100-Ton ELECTRIC CRANE on Quay.

ELECTRIC OVERHEAD CRANES

on Quay, Basins, up to 100-Tons.

Estimates given for Docking, Repairs to Hull and Machinery.

Constructional Works.

MAKING AND REPAIRING

of all kinds of Machinery.

TAIKOO DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, VIA USUAL PORTS OF CALL	DELHI	Noon	See Special Advertisement.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAYLON	About 20th Oct.	Freight and Passage.
LONDON & ANT- WERP v. S. FORME, PENANG, CINGO, PORT SAID, AND MADEIRA	SUMATRA	About 1st Nov.	Freight and Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, 6th October, 1911.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
KOBE & YOKOHAMA	"PRINCE WALDEMAR"	About TUES- DAY, 17th Oct.

NAPIES, GENOA, ALGIERES, OIBRAL- FAR, SOUTHAMP- TON, ANTWERP and BREMEN	"DEUTSCHER ER"	17,000 Capt. F. Prosch WEDNESDAY, 18th October, at Noon
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SHANGHAI, TSING- TAU, KOBE and YOKOHAMA	"YOLCK"	17,000 Capt. J. Randemann About WEDNESDAY, the 18th October.
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KUDAT & SANDAKAN	"BONRO"	5,050 Capt. F. Sembill Middle of October.
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MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYD- NEY & MELBOURNE	"PRINCE WALDEMAR"	6,100 Capt. H. Bremer SATURDAY, 4th November, at 10 A.M.
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All the steamers of the Imperial Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 11th October, 1911. [7]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy.
MACARONI, VERMICELLI and SPAGHETTI,
in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

THE LEEDS FORGE
CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.

Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in

Hongkong and China.

THE AIK'DOCKY & ENGINEERING CO.,

CF HOI CK NG, LTD.

Agents,

PUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [1403]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools,

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA.

PUTTERFIELD & SWIRE

HONGKONG, CHINA.

Agents.

Hongkong, 11th Oct. 1911. [1403]

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD
Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIP	CAPTAIN	LEAVING
Haiyang	W. C. Passmore	FRIDAY, 12th Oct. at 1 p.m.
Haiyang	Capt. J. W. Evans	TUESDAY, 17th Oct. at 1 p.m.
Haitan	Capt. J. S. Roach	FRIDAY, 20th Oct. at 12 Noon

Steamers will arrive at, and depart from the Co's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

557

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer From Expected on or about For Will leave on or about

Tjilatjap JAPAN 1st half Oct. JAPAN 1st half Oct.

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To Sail

SOCIETA NAZIONALE DI
SERVIZI MARITTIMI

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's
Mail Steamers to Port Said,
Mensina, Naples, Leghorn and
Genoa, also Venice and Trieste,
all Mediterranean, Adriatic, Ioni-
an and South American Ports
up to Callao.

(Taking Cargo at through rates to
Persian Gulf and Bagdad, also
Haifa, Valencia, Alicante,
Almeria and Malaga.)

THE Steamship

"ISCHIA"

Capt. F. Lito, will be despatched on

about 10-NORROW, the 18th inst.

at Noon.

For further particulars regarding

freight and passage, apply to

CARLOVITZ & CO.,

Agents.

Hongkong, 12th Oct. 1911. [16]

THE AMERICAN & ORIENTAL

